A MARVELLOUS POSSIBILITY NANSEN'S ARCTIC VOYAGE.

Continued from First Page.

Of the report of Nansen's discovery, all that I have seen of it has been in the papers. Had the report been believed in Norway I should have received cablegrams from noth Christiania and England."

Mr. Borchgrevink said also that Elvini Astrup, who has just died, was a friend of his, and that he had planned to have him in his party going South this fall. Mr. Borchgrevink will deliver his farewell lecture in America in this city, the time being set yet fixed upon.

THE STORY DISCREDITED.

VIEWS OF GENERAL GREELY AND LIEU-TENANT SCHEUTZE.

THEY SHOW THE IMPROBABILITY OF SUCH NEWS COMING FROM ARCHANGEL-IF NANSEN HAS

COURAGE.

[BY TELEGRAPH TO THE TRIBUNE.] Washington, Feb. 15 .- The reported confirmation from Archangel of the report of the return of Dr. Nansen does not really amount to a confirmation in the opinion of General Greely and of Lieutenant Scheutze. The latter is, with the possible exception of Commodore Melville, who is temporarily absent from Washington, better posted than any other offi-cial in Washington on the characteristics of the North Siberian coast, which he has visited on a Government mission, being charged with the distribution of rewards to the natives who aided the sur-

vivors of the unfortunate Jeannette expedition. He

said: "This confirmation of the Irkutsk story from

Archangel is as if we had a telegram from Portland, Me., confirming a story from Sandy Hook. General Greely took a similar view and held that it was inconceivable that the story could emanate from two places so remote from each other as are Irkutsk and Archangel. He knew of no way in which news of Nansen's approach to the northern mouth of the Lena Delta should also reach Archangel. With the aid of a chart, General Greely in dicated the vast distances between Archangel and Irkutsk, the latter point being that where the first report of Nansen's return started. He showed that if it was really true that news of Nansen's movements had reached the mouth of the Lena, and had ments had reached the fiver to Irkutsk, then it was improbable that the same information could have reached Archangel. Then there was the same lack of detail about this last dispatch, he said, that had en noted in the first, and this absence of even a hint of where Nansen was or how he was commu-nicated with cast suspicion on both reports. Arch-

angel, General Greely said, is a large and important Russia town, with good connections with the outer

orld, and if such news had reached there he saw

no reason why full details were not obtainable. GENERAL GREELY'S DISBELIEF UNSHAKEN. General Greely called attention to another point, which was that, if Nansen has really emerged from the Polar regions anywhere off the Siberian coast, then he has himself disproved the correctness of the theory on which his expedition was would show, he said, that instead of there existing a current across the Pole, there was a curent that swept him up from the neighborhood of Bennett Island to the Pole and then turned back and returned him to his starting point. General Greely thought this state of affairs was hardly pos-Certainly there was no scientific evidence of the existence of such an obliging current as this, and, therefore, notwithstanding the Archangel story, General Greely stood unshaken in his disbelief in

the return of Nansen as described. Lieutenant Scheutze made the point that has apparently escaped observation, that if the first story from Irkutsk was true then Nansen was sighted of heard from off the Lena River Delta away back last summer. Lieutenant Scheutze is thoroughly illar with that country. He says that from Irkutsk to Yakutsk, which is the most northerly Russian post of any significance, is a distance of about 2,000 miles, and communication is had only by about 2,000 miles, and communicated in the River Lena. sleds, or, in summer, by rafts down the River Lena. From Yakutsk to Ust Yansk, at the mouth of the Lena, where the Russian trader is said to have heard from Nansen, is a distance of 1,500 miles through an unbroken wilderness, and the means of communication are reindeer or dogs. The only travel between Yakutsk and Ust Yansk is confined to a few half-breed traders, who go up to the latter point early in the winter and stay until the next spring. Many months are required for the trip, and any news of Nansen coming from Ust must be very old. Reverting to the possibility of the same news coming also from Archangel, Lieu-

must be very oid. Reverting to the possibility the same news coming also from Archangel, Lieutenant Scheutze said that it was extremely unlikely, although it was not entirely impossible that after having been eighted somewhere off the Lena Delta Nansen may have worked his way westward clear to the neighborhood of Archangel.

Lieutenant Scheutze referred to difficulties that might be encountered in the attempt to trace such a rumor as that in question. He said that the natives who might have sighted an Arctic explorer would not conceive the nature of his undertaking, and owing to their dense ignorance it would hardly be possible for them to transmit an intelligible account through many such natives, and after that through half-breeds, who knew little more, to civilization. In illustration, he cited the experience of Nordenskjold, who passed one of the Siberian islands in a fog while a hunting party of natives was on it. The natives could not see the steamer Vera owing to the fog, but hearing the churning of the screw they were stricken with terror, put out their camp-fires and hid themselves in the fee, and not till months afterward was it finally wormed out of them by a half-breed, who had been fortunate enough to have once seen a steam vessel, that the explorer had actually passed in the neighborhood.

NANSEN'S COURAGE AND RESOURCE.

NANSEN'S COURAGE AND RESOURCE. Leonhard Steineger, a former associate of Dr.

in Norway, and who is now one of the curators of the United States National Museum, thinks there is nothing intrinsically improbable in the story, and bears high tribute to Dr. Nansen's indomitable courage and fertility of resource. "If," said he, "Dr. Nansen found land north of the New Siberian Islands, it would be a comparatively easy matter for him to proceed northward, for the distance is not so great; the extreme difficulties experienced in traveiling over the frozen sea make the task one of greater hardship and immeasurably increase the apparent distance. We know that there is land further north than any one has yet been, for the reason that birds fly north of the limit of explorations, raise their young and return with them. These birds do not breed their young on ite: they must have land, and because they do go north and breed is very good reason for believing that land is to be found there."

Captain Herenden, of the Smithsonian Institution, was a member of the expedition of Lieutenant P. H. Ray, in 1831, which went as far north as Point Barrow. Subsequently, when in the whaling business. Captain Herenden spent five winters there. He has thus had some actual experience in the northern country. "The surprising thing to me is," said he, "that Nansen has been heard from at this Beason of the year. Had he returned last summer, we would certainly have heard from him before this, and we are bound, therefore, to believe that he has just returned. To one having no expertence in these lovered with ice, the case is quite different, and the only way I can account for Nansen's return at this time of the year is the possible fact that he has found land."

THE CATHOLIC CLUB ENTERTAINS. in Norway, and who is now one of the curators of

THE CATHOLIC CLUB ENTERTAINS.

AN ENJOYABLE MUSICAL PROGRAMME AT THE LADIES' DAY RECEPTION.

Yesterday was "Ladies' Day" at the Catholic Club, No. 120 West Fifty-ninth-st, and for three hours and a half the wives, sisters and fair friends of the members, two thousand strong invaded the sacred precincts of the clubhouse. The Catholic Club gives two "Ladles' Days" a year, and this was the first of the series. The entire building was thrown open and decorated in suitable myle for the occasion. The hours of the reception were from 3 to 6. At 3:30 p. m. an entertainment was given. The

following is the programme:

Part song.

Mandolin solo, {a. Simple Aveo.}

Reading.

The Temple Quartet

Mandolin solo, {a. Simple Aveo.}

B. Reve Apres la Bal,

Miss Katharine Releeway

Bong.

The Cretan'

L. B. Merrill

Humor

John Homas

Part song

The Temple Quartet

Reading.

Miss Katharine Releeway

Contraito solo, "Cavatina-Lieti Signor"

Meyerber

Miss Katharine Rideway

Contraito solo, "Cavatina-Lieti Signor"

Meyerber

Miss Katharine Lideway

John Thomas

Oquated

Miss Catharine Releeway

Oquated

Oquated

Oquated

Oquated

Miss Catharine Releeway

Oquated

Oquat

Humor John Thomas
Part song The Temple Quantet

Purely Vegetable

Mild, efficient, reliable. Safe for delicate women and children. The best for family use.

Hood's Pills.

HIS OWN STATEMENT OF HIS PLANS AND PREPARATIONS.

THE THEORY OF THE POLAR CURRENTS-THE FRAM AND HER OUTFIT.

Dr. Nansen in The Strand Magazine. The principal feature in the plan of my attempt to penetrate into the North Polar region, or if possible to cross it, is, in brief, to try to make use the currents of the sea, instead of fighting against them. My opinion is, as I have already explained on several occasions, that there must somewhere run currents into the Polar region, which carry the floe-ice across the Polar Sea, first northward toward the Pole, and then southward again into the Atlantic Ocean. That these currents really exist all Arctic expeditions prove, as most of them have had to fight against the currents and against the ice drifting southward, because they have tried to get northward from the wrong side. I think : very simple conclusion must be drawn from this fact that currents and drifting ice are constantly from the unknown north, viz.: Currents and perhaps also ice must pass into this same region, as the water running out must be replaced by water running in. This conclusion is based upon the simplest of all natural laws; but there seem to be people who will not even admit the necessity

That such currents run across the North Polar region is also proved by many facts. I may montion the great quantities of Siberian driftwood which are annually carried to the shores of Spitzbergen and Greenland; it comes in such abundance and with such regularity that it is quite impossible it should be carried to these shores, so far from the original home, by occasional winds or currents. There must be a regular communica tion between the coasts of Siberia and those of Spitzbergen and Greenland. By this same com munication were several objects from the unfortunate Jeannette carried to the Greenland coast. The Jeannette sank in June, 1881, to the north of the New Siberian Islands, and three years afterward, in June, 1884, a great many objects belonging to her or her crew were found on an ice-floe on the southwest coast of Greenland. This floe can only have been brought there by the same current which carries the driftwood. By this same current an Esquimau implement, a throwing-stick or harpoon-thrower, was also carried the long way from Alaska to the west coast of Greenland. There can, in my opinion, be no doubt of the existence of such communication or current across the North Polar region from the Siberian side to the Green-

TO USE THE POLAR CURRENT.

My intention is now to make use of this communication, which Nature herself has established. I shall try to find the place where the heart of this current has its origin, and shall go north there until I am beset in the Polar ice, and then simply

of Many Kinds.

LA GRIPPE, Grippe. Grip or Gripper .-Known by Influenza, Catarrh, Pains and Soreness in the Head and Chest, Cough, Sore Throat, General Prostration and Fever. "77" "knocks out" the Grip.

CATARRH, Influenza, Cold in the Head .-Known by sneezing, flow of tears, discharge of thick, yellow mucus, dropping in the throat. "77" works wonders in catarrh.

SORE THROAT, Quinsy, Tonsilitis, Diphtherla.-Known by high fever, red face, swelling of the glands or neck, painful and impeded swallowing, sometimes ulcerated, or gray patches. "77" clears the throat, scatters the swelling and prevents Diphtheria.

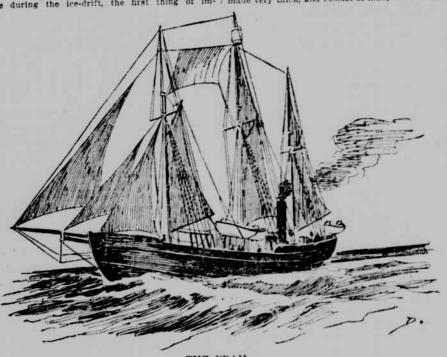
COUGHS, Hoarseness, Bronchitis .- Known by hoarseness, irritation of the throat, windpipe and lungs; rough, scrapey sensation in the larynx; loss of voice. "77" restores the voice, "breaks up" a Cold that "hangs on."

Small bottles of pleasant pellets—fit your vest pocket; sold by druggists or sent on receipt of price, 25c.; or five for \$1.00. Humphreys Medicine Co., 111 & 113 William St., New York.

companion on the expedition across Greenland Sigurd Scott Hansen, lieuterant of the Norwegian Navy and leader of our meteorological, astronomical, magnetic and geodetic observations. Henrik Blessing, physician of the expedition, and botanist. Claudius Theodor Jacobsen, mate of the Fram, formerly scaler and shipmaster in the Arctic Sea round Spitzbergen and Novaya Zemiya. Peder Hendriksen, harpooner, formerly sealer and shipmaster in the Arctic Sea round Spitzbergen and Novaya Zemlya. Hjalmar Johannesen, Heutenant of the Norwegian Army; on board the Fram he is fireman and general utility man. Ivar Mogstad, carpenter, etc.; has also occasionally served as Bernhard Nordahl, electrical assistant and fireman. Anton Amundsen, engineer, Lars Pettersen, engineer. Adolf Juell, steward and sailor, formerly shipmaster. Bernt Bentsen, sailor, We are thirteen, all told.

We have one saloon in common, where we take our meals and spend our leisure time. Around the aloon six cabins are placed-four single cabins for across the unknown region and out into the open sea again on this side of the Pole.

This is the basis upon which I am acting. In order to be able to lead a relatively comfortable life during the ice-drift, the first thing of im-



THE FRAM.

portance is to get a good and strong ship, especially | layers, with reindeer hair, felt and cork dust in adapted to withstand the pressure of the ice-floes | between | Special care is taken in this respect, not when they are pressed together by the currents and the heavy gales of the Arctic Sea. Such a ship cannot be had ready-made, and I had to build the Fram, in which we are now steering into the unready, but I believe the result is good. She is an unusually strong ship; the frame timbers are made unusually strong ship; the frame timbers are made of hard Italian oak, are 10 to 12 inches thick, and are placed close together. Inside them is the cell-ing, consisting of pitch-pine planks, alternately 4 and 8 inches in thickness. Outside the frame timbers is the planking, consisting of three skins; first, a 2-inch oak skin, over which is another of 4 inches, and finally an outer planking, or "ice-sheeting," of greenheart, which increases in thickness from the keel toward the water-line from 3 to 6 pery wood, but also very heavy, as it sinks in Fram is thus 28 to 32 inches-a solid mass of pitchpine, oak and greenheart, with a little pitch in be-

tween to make it water-tight. A ship's side of these dimensions and material will alone have a great power of resistance to the pressure of the ice. But this power is to a very essential degree increased by the many beams, stays and strengthenings of every kind placed inside the vessel. These are so carefully arranged one coherent mass, and the ship may almost be this had been the case, she would not be strong enough to resist the ice if she had not got a suitable shape, as the ice is able to crush anything which it gets a firm hold of with its cold, irresisti-

THE FRAM'S CONSTRUCTION.

The most important feature in the Fram's construction is, therefore, that she is built on such escape the grasp of the ice when it begins to press. The sides are not perpendicular as those of ships generally are, but slope from the bulwark to the keel; her "dead rise" is great, so that when the ice-floes are pressed against her sides they meet with no perpendicular wall to press against and break, but with sloping walls, along which they will glide downward, and at last pass under the water. The keel is not projecting, in order that the ice shall not get hold of it. On the whole, everything is made as smooth and rounded as pos sible. There are no edges, no projecting corners for the ice to catch hold of; she is like a bowl, and a transverse section of the Fram resembles very

beam is 36 feet; she is consequently very broad compared with the length. Her draught at presbut now she is heavily loaded, as we have taken as much coal as we can carry. This will, however, gradually be burned in our engines, and she will soon be lifted again. The size of the ship with her heavy cargo at present is, I should say

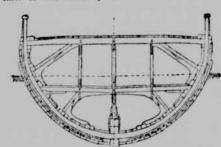
She is rigged as a three-masted fore-and-aft schooner. The mainmast is high, and on the top above the water. From there you have a splendld view over the ice-fields, and can easily see where to steer your ship through open water. The Fram has an auxiliary engine of about 200

indicated horse-power. Deeply loaded as she now is, however, she does not get a speed of more than a lighter cargo she makes six or even seven knots. a lighter cargo she makes six or even seven knots. She is consequently not a fast vessel, but this is elatively of no great importance on an expedition ke ours, where we shall have to depend principlly on the speed of the current and the ice myement, and unfortunately not on that of the

members of the expedition are the following: Otto Sverdrup, master of the ship. He was my

METHODS OF VENTILATION.

For this purpose, and also in order to get good air in the saloon and cabins, special attention is paid to the ventilation. The cold, fresh air from outside is taken in through a heating apparatus outside is taken in through a heating apparatus which I have specially constructed for the purpose, and which is heated by mineral oil. After having circulated in the rooms, the air is again sucked out by another ventilator. From the English firm, Robert loyle & Son, I have got two extra ventilators—one downcast ventilator and one upcast—by the help of which I can improve upon the ventilation, if necessary, and make it quite perfect. A good ventilation is certainly a most important thing during an Arctic expedition, but heat is also good. If, therefore, we should not have fuel enough, and it should be too cold to sleep in our cabins, it is so arranged that we can, all of us, live and sleep in the saloon only. We shall then shut the doors of the cabins closely; to go into the open air we have to pass through four thick doors, and thus we need not let in more cold air than we like. It will certainly not be difficult for us to



SECTION OF HULL OF THE FRAM.

keep up the warmth in this way, even without any fuel on the fireplace; for many people to live together in a small room, with thick wails, gives too much heat.

In order to obtain a pleasant place for promenading, the deck of the Fram will be sheltered by a huge tent in the winter. This will also add to the snugness. Upon the whole, I think we shall possess cosey and comfortable winter quarters. Our saloon we have made as homelike as we have been able. The first Norwegian artists have decorated our walls with beautiful pictures of our home. Every one has in his cabin pictures of his dear ones. The saloon as well as the cabins is lighted with electric light, the walls and roof are painted white, and at night when all lamps are burning it really looks quite feative, reminding you of home and happiness, and certainly not of the Polar solitude. We have also plenty of books of all kinds—thanks to several friends of the expedition—and games in any variety, and also an organ and other musical instruments. We can thus get musical entertainment, reading, and, if this is no longer satisfying, we can play at chess, domines, haims and cards at pleasure. I believe the winter will not be felt as very long, though the night may last six months.

GREAT VARIETY OF PROVISIONS.

GREAT VARIETY OF PROVISIONS. Of provisions we have plenty and in great variety; much more so, I believe, than most pre-vious expeditions in the Arctic. Variety of food scurvy, which has destroyed so many well-equipped expeditions. We have, of course, tinned meat in all possible forms—boiled, roast and corned beef, ditto mutton, rabbits, collops, Oxford sausages, cutlets, pork, ham, bacon, etc.; tinned fish and roe in various forms; tinned fruits, dried fruits, jams, marmalades, blanc mange, End's custard powder, exg powder and baking powder; concentrated lime juice from Rose & Co.; rizine, peas, pea soups, lentil soup, bean soup, Frame food, bovril, dried vegetables, biscults; Cadbury's chocolate, steam-cooked and dried meal and flour of various kinds, dried fish, dried potatoes, preserved milk, with sugar and without sugar; compressed tea, cheese, sugar, etc.; and, above all, butter, which is most important in the cold, where you especially want fat. We carry six tons of butter.

For sledge expeditions we have, of course, specially concentrated and light food, principally consisting of dried meat with fat. The Bovril Company has, on my suggestion, made a special food consisting of these materials which is highly concentrated; they have called it "emergency food." For sledge expeditions we shall also use biscults and butter, steam-cooked meal for porridge, milk, chocolate, dried fish, dried-fruits, dried cranberries, sugar, a little compressed tea, and also some bis-

cuits to which I have added a quantity of a German product called Aleuronat powder, which principally contains albumen. I have added about 30 per cent of this to the biscuits; so that a certain number of them, with a suitable quantity of butter, will be sufficient for one man per day; I believe a pound and a half of biscuits or a little more and half a pound of butter will be an appropriate ration. For drinking we shall have nothing except water, which we shall get by melting snow. This water we may, however, mix with lime jules and sugar, or with milk, or make tea, chocolate or soup of it, and thus we shall have pleasant drinks. A good drink is also water mixed with oatmeal. Spirituous drinks will not be allowed; tobacco will be distributed in very moderate rations on board ship; on sledge expeditions no tobacco, or very little, will be allowed.

PROTECTION AGAINST COLD.

PROTECTION AGAINST COLD. Our dress indoors will consist entirely of wool. Thanks to the Jaeger Company, in London, we have a splendid equipment of woollen garments. Out of doors in the winter, when the winds are blowing, we shall wear weather-proof suits, made

Out of doors in the winter, when the winds are blowing, we shall wear weather-proof suits, made of light canvas, gabardine or similar stuff, which protects against the snowdrift. When it is very cold we shall wear fur suits, made principally of wolf and reindeer fur. To sleep in the snow or in our tents during the sleeke expeditions we have also sleeping-bars made of the same material, in which we can easily and with comfort stand a temperature of 100 degrees below zero.

Our tents are made of raw slik and are exceedingly light. Lightness is, of course, of the highest importance, when everything must be carried on the sledges. The tent floor is, however, of a somewhat heavier stuff, as that has to keep out the moisture, which is easily formed when you sleep on the snow, with nothing under you except a thin canvas or calico layer. It is also well to have the tent floor rather strong, as it can then be used as a sail on the sledge when you have a favorable wind. For our scientific observations we carry, of course, a great number of scientific instruments. I need hardly say that photographic cameras of various sizes and kinds are not forgotten.

We are now, as I write this, steering eastward across the sea from Norway to Novaya Zemlya, through fog and against the wind. Yesterday we had a short, sunny glimpse of Goose Land, on Novaya Zemlya, and were just steering in there, when the fog came again and shut us out from the world around us. We were obliged to steer out to see again and make for Yugor Strait, the most southern strait which separates Novaya Zemlya, or rather Waigats, the most southern island, from the continent. Here we excect to meet a small vessel, which I have sent from Norway, with fifty tons of coal. At Khabarova, in Yugor Strait, a Russian, Trontheim, is also awaiting us, with more than thirty sledge dogs. He had to travel from Tumen, in Siberia, last winter to the Ostjaks to buy these dogs, and had then to travel the long way from Siberia through the north of Russia to Pechora, and from there he expedition.

DR. NANSEN'S ITINERARY.

When we have got our dogs and coal, and if the strait and the Kara Sea are open, we shall make ur way eastward along the Asiatic coast as quick ly as possible. The first part of the way through the Kara Sea will perhaps be the worst, as the the Kara Sea will perhaps be the worst, as the lee is often very bad there. More easterly, the water running out from the rivers generally forces the lee a little from the coast, leaving an open passage along the shore. We shall have to pass Cape Chelyuskin, the most northern point of the continent which has only once before been passed. Cape Chelyuskin, the most northern point of the continent, which has only once before been passed by any vessel, viz., the Veza, on Nordenskiold's famous expedition. If we still find open water we shall go on castward along the coast until we reach the mouth of the Olenek River, to the east of the Lena Delia. If we have time I shall go in there to take twenty-six siedge dogs which are waiting for us. The reason why I want to get dogs there also is that the dogs from East Siberia are stronger and better than the West Siberian ones; therefore Baron Toll, who is now travelling in Siberia, proposed this, and has now kindly arranged this depot for me; it is he also who arranged with Trontheim about these other dogs. If we get too many dozs, it is of course easy to pick out the best ones of the whole lot.

From Olenek I shall steer northeast toward the

about these other dogs. If we get too many dogs, it is of course easy to pick out the best ones of the whole lot.

Prom Olenek I shall steer northeast toward the west coast of the New Siberian Islands. If the season is favorable, I hope to find open water a good bit northward into the unknown regions. We shall go as far as we can northward in open water, and, when we can do so no more, choose our place and run the Fram into the loc.

Then our work will be done for a long time, probably, as the ice will have to carry us further north. That such will be the case, if we only get far enough northward in open water, I do not doubt. We shall then arrange our ship as best we can to make her a comfortable winter quarter. If we drift many years in this way the life may become somewhat monotonous, but we shall have plenty of things to do to pass the time. There is much scientific work to be done in these unknown regions. The climate must be observed each hour in the day, the currents in the water under the loc, the loc itself and its formation; the Northern Lights must be watched, the magnetism of the earth, and if new land is met with this must be carefully examined.

In the long, light summers the life is almost gay up there. Then the sun sends its refreshing, glorious light—day and night—over this frozen white lee world, and does not disappear for many months; and there will be excursions in all directions on our ski (Norwestan snowshoes), or on the sledges drawn by the dogs, or, even still better, standing on your ski and letting the dous draw you at a tremendous pace over the flat floss. If any land is discovered, we might even get good shooting.

IN THE LONG ARCTIC NIGHT.

But after the bright day comes the long, dark

than perhaps anybody knows. Then there will not | Tribune reporter: he much to do in the open air, except to take the study of the dispatches and of Nansen's plans that it necessary meteorological and astronomical ob- is quite probable that he has achieved his object. servations, besides a little exercise and, perhaps, But, of course, all that any one can say, in this take a drive with the dogs while the moon is respect, is mere theory and shining. In our winter quarters there is, however, rule, conjectures in matters of this kind are of little

shining. In our winter quarters there is, however, much to be done, and we shall certainly do our heat to lead a cheerful life.

I have already said that we have a snug saloen to live in, and we have electric light to make us forget the absent san. But many will perhaps ask how we shall get the necessary power to produce the electricity, as we could not afford to burn coal for that purpose. This is not, however, so very complicated. On one hand we have the wind, and by the help of a big windmill we shall be able to work the dynamo, and by the help of our accumulators we shall be able to store up electricity for some time when we get a gale. But when there is no wind, we have ourselves. We are thirteen men, and when a capstan is arranged out deck we shall be able to do work similar to that which a horse does in its horse-mill on land. In this capstan four men take their turn at a time; thus we shall obtain good and regular exercise, and he useful at the same time. When the sun disappears and the long night comes or, we shall take our walk in a ring on the deck of the Fram to produce our own sun. In this way man must conquer nature. But I dare not say for certain that we shall not long for the natural sun, and look eagerly forward to its appearance again in the dawn of spring. Then it will rise slowly and majestically over the horizon, and pour its blessed light into our souls.

If pon the whole we shall lead quite a pleasant life as long as we have the ship, but it may be that, in spite of all precautions, she may be lost. It will certainly be a sad moment when we shall have to say farewell to our dear Fram, but we shall be able to se on an accident. They are 29 feet long and 9 feet broad; they have a deck, and can really be recarded as two small reserve ships. The whole crew can live pretty comfortably even in one of them, and there will be room for a good deal of provisions besides. A disaster can hardly come so suddenly that we shall not be able to se beforehand, and get good time to put these boats and provi

DR. NANSEN'S CONFIDENCE

How long the expedition will last is, of course, know much of the speed of the current with which we are going to travel. I believe, however, there three years till we come out into open sea again, or to somewhere from whence we can return home; and as we have taken provisions for five or even six years, I think we shall not run the risk of

risky; indeed. I believe this is the general opinion. I cannot agree with it. The reasons why it is conpeople say there is no such current as I have supposed—the ice does not move at all; others say the ice is only carried along by occasional winds; others, again, say there are certainly currents, but nobody knows where they will take you. A few people agree with me that there must be such a current as I maintain there is, but the ice is dangerous and may destroy us, or we may be stopped by unknown lands in the north. Nothing of all this convinces me. If there is no current, I do not see why it should be risky to go: we shall be unable to advance, and will be able to return when able to advance, and will be able to return when we see we are mistaken. If there are currents, however, or if the ice is only moved by winds which have the same effect, we must certainly, in less than five or six years, be brought somewhere near the coasts of the Polar Sea, and wherever we come we shall be able to reach human dwellings, whether it be on the American or the Asiatic side. The Polar basin is really so small that in the course of five years we must be drifted across it, whatever the speed may be. If the ship is destroyed we will make use of our boats, as I have already mentioned; and if our drift is stooped by land, we shall either have to try and get affoat again or have to travel over the ice and make for the nearest land known. The Polar basin is not so great as to render this impossible, when you have an equipment specially adapted for it, and take care to travel with the currents, and not against them.

But all these and many other similar questions we shall probably be able to answer more fully when we return, whether we have been successful or not. We are certainly prepared to meet with hardships of various kinds, perhaps more than we posed-the ice does not move at all; others say the ice is only carried along by occasional winds;



"UNCLE" AVERY Was born in London-derry, N. H., in 1810.

We have frequently published his statement that he was born, reared and has always lived in sight of the famous

Londonderry

Lithia Springs. He further states that the water was famous for the cure of Rheumatism and Kidney Complaints in his grandfather's days. Today, thanks to science, we understand in part, why this water controls these and other diseases caused by uric acid. The whole secret may never be known because many of Nature's ways are past finding out. Hundreds have tried to imitate it, and their worthless products still encumber the market, but the public call for "Londonderry!"

Every hotel and club in America uses SPARKLING "LONDONDERRY." It has also been in daily use in ery hospital in the land for many years.

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Sale of Selected Furniture. OCCASIONED BY REMOVAL.

EXTRAORDINARY—(1) Because of the quality of the goods, which is precisely the same that has given us so wide and enviable a reputation among careful buyers of first-class furniture.

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wish for; but it is to explore that we go out, and there is no exploration to be made without suffer-ings, as well as no victory without a risk.

LIEUTENANT PEARY STILL SCEPTICAL. THE ARCTIC EXPLORER DESIRES MORE DEFINITE

REPORTS REGARDING DR. NANSEN. Lieutenant Robert E. Peary, in his apartments at No. 53 Pineappie-st., Brooklyn, last night said to a Tribune reporter: "Dr. Nansen's intention was to pass from his starting-point along the extreme verge of Norway and north as far as possible. He 1.98; Black steel watches, value 7.50, our price was calculating upon the existence of a current running across the centre of the extreme polar region. It was his theory that the current existed

running northwestward toward the Pole, and, after it had crossed, setting to the southward in an irregular line. Now, if this theory was correct, and if he acted upon it as he intended to do, he would have drifted across the Pole and come out at some other point, just where I cannot tell. The reports other point, just where I cannot tell. The reports which say that he reached the Pole assert, on the contrary, that he had come back to his starting-point. Moreover, I cannot believe that, at this season of the year, he has been able to accomplish what the reports say that he has. The meagreness of the information at hand leaves us in great doubt as to what he has really accomplished, and it is impossible for us to tell what has been done until further and more complete advices have been received.

"I have no doubt that Dr. Nansen has been heard from. But it does not necessarily follow that, because he has been heard from, he has discovered the North Pole. The news, of course, may be true, but to me it seems at present highly improbable. The dispatch received at the Foreign Office in London from the British Consul at Archangel doubtless confirms the story that Dr. Nansen has been heard from, but to my mind it has little more value than that."

HIS OBJECT MAY HAVE BEEN ACHIEVED. EX-JUSTICE CHARLES P. DALY'S INTERESTING DISCUSSION OF THE DISPATCHES

Ex-Justice Charles P. Daly, the president of the Arctic night, when the temperature sinks lower American Geographical Society, said yesterday to a "It seems to me from a careful value, and you must remember that until we have pressed must be founded purely upon conjecture. But in my own mind the fact that news of Nansen has been received from two sources, and especially from such an authoritative source as the British Consul at Archangel, leads me to the conclusion that

Nansen is really returning, and that the chances are that he has achieved his object. "I say with emphasis that it is not improbable that that he has achieved his object.

"I say with emphasis that it is not improbable that he has reached the North Pole, although this assertion must, of course, he received as coming from one who is not an expert in Arctic explorations. As you know, Nansen expected to follow a current that would convey him to the regions of the North Pole, and this same current, he expected, would carry him to the coast of East Greenland. Consequently, in the face of this, there is some mystery as to how Nansen arrived back on the coast of Siberia. I have, however, thought this matter over, and it occurs to me that the Fram, by the ald of her steam power, after Nansen had attained the end he set out to accomplish, might just as easily have returned against the current as float with it. I fully appreciate the fact that the pack ice might have retarded the passage of the vessel, but then it is also possible that the current which Nansen followed was up to a certain point comparatively free of pack ice. But, of course, this is purely a theory; but I think it explains the likelihood of the first report, and now a later and confirmatory report of Nansen's safety, coming from the Siberian country. Communication in these northern regions is more rapid than one is likely to suppose, and at the present moment I am quite prepared to accept the truth of the dispatches. "I am influenced, too, in this judgment by the knowledge and experience of Nansen of the conditions of Arctic explorations, and by his indomitable courage and determination. His remarkable journey across Greenland can never be lost sight of, and though his present expedition is hazardous in the extreme, I am fully prepared to hear that he has come safely through it, and with success."

THE CENSORSHIP REMOVED.

FUTURE REPORTS OF CUBAN VICTORIES OR HALF

Havana, Feb. 15 .- An order has been issued modifying the strict censorship that has hitherto been bserved in the matter of cable dispatches. The American newspaper correspondents will now be permitted to send their reports without being com-pelled to previously submit them to the censor. A copy in Spanish of the matter sent must, however, be placed or file in the palace of the Captain-Gen-eral.

Madrid, Feb. 15 .- Ex-Premier Sagasta has anwithin a short time the Liberal party in Spain will abstain from any electoral or legislative action. The Federal party is preparing a manifesto explaining the situation.

ELECTIONS IN CUBA DEMANDED.

TRIED SUICIDE BY SHOOTING.

Harry de Brue, a watchman, shot himself in the the rear of the restaurant No. 88 Amsterdam-ave. He had been out of work for some time, and was despondent. He was removed to Roosevelt Hospital.

MRS. JOSEPH H. MANLEY ILL. Augusta, Me., Feb. 15 (Special).-Mrs. Joseph H. Manley is very ill from pneumonia and heart malady was of so mild a form that Mr. Manley did parture there was no improvement in her condition, and for three days she has been growing worse rapidly. Yesterday pneumonia developed, with heart trouble. Mr. Manley, who was in Washington, was sent for yesterday, and he arrived home at 2 o'c.ock this afternoon by special train, accompanied by his

THIS IS THE PLACE

where quarters are worth dollars. Where ever purchase means money in your pocket. Royal Kfd Biarritz gloves, 39c., worth 98c.; 4 Button pique gloves, 49c., worth 1.50; very finest real kid, extra quality, 4 Button, 98c., worth 1.75; Celebrated Lavelliere corsets, 98c., worth 2.75; 100.000 choice patterns, 15c.; handkerchiefs, 31/2c.; Solid silver watches, value 7.50, our price 2.87.

Monday and Tuesday as usual, PERFUMERY DAYS.

Pear's Soap, 5c.; Dr. Lyo n's tooth powder, 9c. Williams' shaving sticks, 9c.; Pinaud's Brillian tine, 16c.; Pinaud's Quinine, 25c.; Roger & Gal let's Violet de Parme Extracts, 59c.; Roger & Gallet's Violet de Parme Toilet Water, 49c.; Vera Violetta Extracts, 87c.; Oriza Violet, 89c.; Libert's Veloutine des Sultanes, 29c.; Violet Exquisia, 69c.;

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To-morrow, 2 P. M.

AND FOLLOWING DAYS

Antique Furniture,

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Chippendale, Collonial, Marqueterie,
Bookcases, Secretary's Cabinets, China Closets, &c., and the most samptuous set of
EMPIRE BEDROOM FURNITIRE, belonging
to an eminent French family. Every piece
in this sale is
GENUME SOLID OLD ROSEWOOD
or MAHOGANY, and of a totally different
character from the kindred reproductions
offered at anetions generally.
Every piece will positively be sold without
limit or restriction, including quite a variety of rare, old and unique POTTERY, SHEFFIELD PLATE, Curlos, &c., and a quantity of
CARVED ENGLISH AND FLEMISH OAK.

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SUICIDE OF WILLIAM G. HUGHITT. HE IS THE SON OF THE PRESIDENT OF THE CHICAGO AND NORTHWESTERN ROAD

-ILL HEALTH THE CAUSE. Chicago, Feb. 15 .- William G. Hughitt, twentyone years old, son of Marvin Hughitt, president of the Chicago and Northwestern Railroad, was found dead on the floor of his room in the family

found dead on the floor of his room in the family home. No. 2,828 Prairie-ave., this afternoon, having a builtet wound in his head. The ball which killed him was fired by his own hand.

The young man had been despondent for some time past on account of ill health. He had been studying law, but weak eyes and frequent headaches resulting therefrom had interfered seriously with his studies and affected his mind. He did not leave his bed this morning and refused breakfast. At 11 o'clock his father tried again to make him eat, but without success. At 1 o'clock this afternoon Mrs. Hughitt went to her son's room again and found the door locked. Being unable to get an answer to her calls, she had the door broken in. On the floor was found the dead body of the young man, lying in a pool of blood. An inquest was held during the afternoon and a vertical rendered—"suicide caused by despondency produced by ill health."

A FIFTH-AVE. FLAT ROBBED.

ENTERED WHILE THE OCCUPANTS WERE AWAY AND \$500 WORTH OF JEWELRY STOLEN. Burglars entered the apartment of F. H. Southeimer on the top floor of the apartment-house

No. 2,164 Fifth-ave. yesterday afternoon and car-ried away about \$500 worth of jewelry. Miss Southeimer and a next door neighbor were cut shopping from 1 o'clock till 5 in the afternoon. In their absence a man inquired of the janitor of the apartment-house where Mr. Sautheimer lived. When told that it was on the top loor he beckened to somebody on the side wilk to follow him. The two men went upstairs together. The janitor did not suspect them and did not notice them particularly. The hall door of Mr. Southelmer's apartment was pried open with a jimmy. An escretoire in the front room was ranidly. Yesterday pneumonia developed, with heart trouble. Mr. Manley, who was in Washington, was sent for yesterday, and he arrived home at 2 o'c'ock this afternoon by special train, accompanied by his son, S. C. Maniey, and his daughter.

HE ESCAPED FROM HOME TO DIE.

Louis Freidenberg, sixty years old, of No. 662
Palisade-ave., Jersey City, who was suffering from typhold fever, escaped from his home while delirious last evening, and was found unconscious and dying at Congress-st, and New-York-ave. He was carried to the police station, but died before medical aid arrived.